

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-039
General Location Identifier: Tax ID 04738107

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Revision Log:

| Date | Description |
|----------|-------------------|
| 04-29-21 | First Review (EL) |

General Review Information

The petition is located adjacent to Heritage Pond Drive, a City-maintained local street, Legranger Road, a City-maintained local street, and Senator Royall Drive, a City-maintained local street. The petition is in the University Research Park Center outside Route 4. Applicable area plans include the University Research Park Area Plan (p. 41).

Active Projects Near the Site:

- None

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on Legranger Road, Senator Royall Dr and Heritage Pond Drive (three local roads). The proposed project includes 350 multi-family units and 30 townhome units, for a total residential unit count of 380. A Traffic Impact Study (TIS) is necessary to complete the review of this petition to mitigate congestion conditions, per the TIS Guidelines. As a part of the transportation improvements, Legranger Road is to meet the current City standard for a local collector street, from Andrew Carnegie Boulevard to Heritage Pond Drive. In addition to providing site access, the upgrade of Legranger Road is key to providing connection to the related intersection improvements at Mallard Creek Church Road and Legranger Road. Additional site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to, providing midblock pedestrian crossing improvements across Senator Royall Drive, updating the proposed street cross sections, establishing a connection to Heritage Pond Drive, and incorporating site plan and conditional note clarifications. Further details are listed below.

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Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|--------------|-------------------------|-----------------------|-------------------------------------|----------------------|
| Existing Use | Vacant | - | - | Tax Record |
| Entitled Use | Single Family | 6 Dwellings | 80 | RZ 2000-010 |
| Proposed Use | Apartments Townhomes | 350 Units 30 Units | 2,095 | Site Plan: 3/18/2021 |

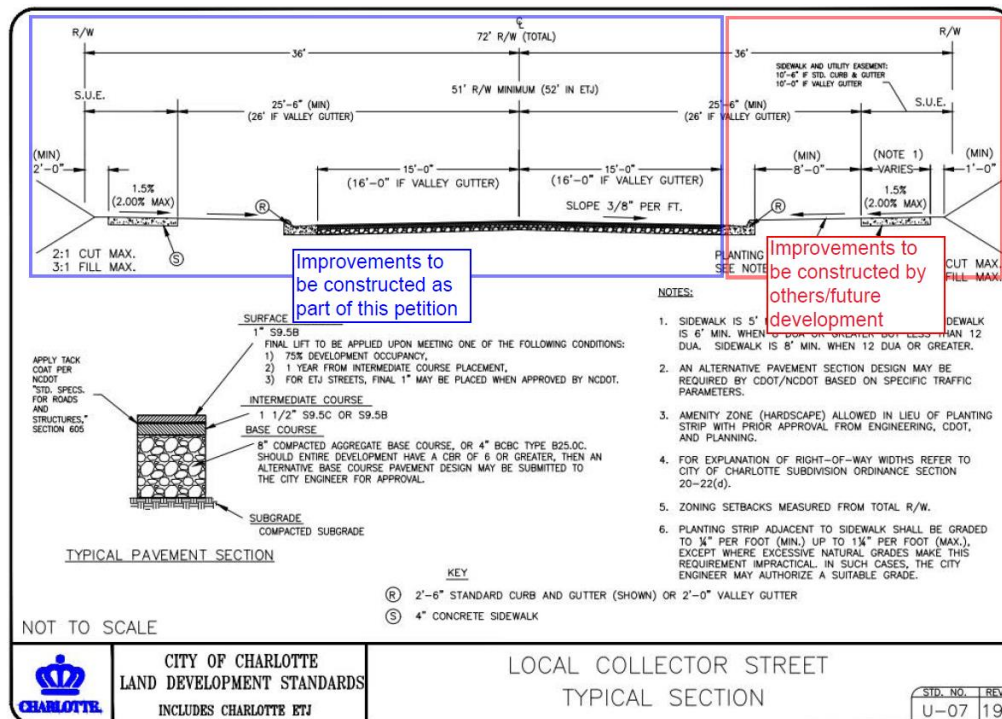
Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Curbline and Typical Sections:

- a. **Legranger Road:** Location of curb and gutter needs to be installed per CLDSM standard detail U-07 - *Local Collector Typical Section*, for the scope indicated in **blue** below. Pavement reclamation is needed to install this pavement section along Legranger Road from Heritage Pond Drive to the Teachers Insurance & Annuity Association of America (TIAA)'s property gate, as highlighted below in **yellow**. Include the typical section on rezoning sheet **RZ-02**. The roadway improvement is critical to be consistent with Policy 6 in the City Council-adopted University Research Park Area Plan. This improved cross-section for Legranger Road will create the appropriate network to support the signal installation project proposed by a separate transportation project.



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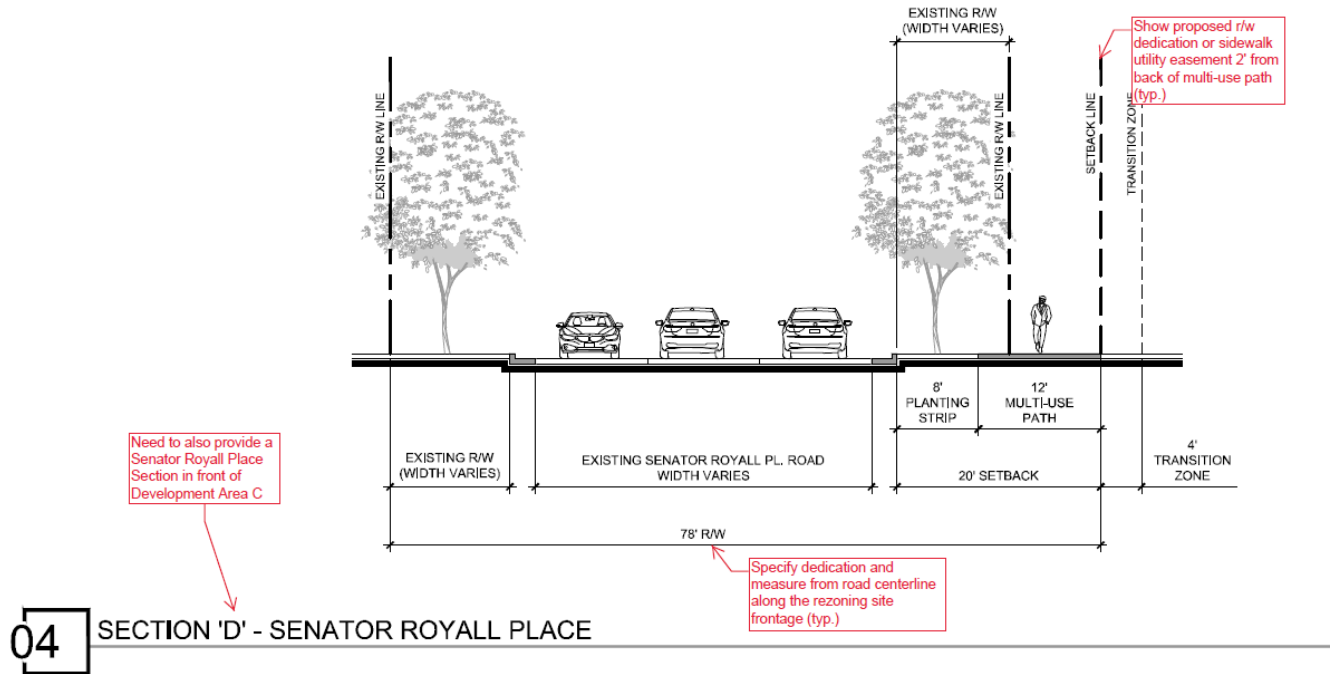
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- b. **Senator Royall Drive:** Location of curb and gutter needs to be dimensioned from road centerline on the site plan and as well as on the cross section shown below. A cross section for this road also needs to be provided along Development Area C.



Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. **Traffic Study:**

A Traffic Impact Study (TIS) is necessary for the complete review of this petition due to the site proposing 380 total units and triggering congestion conditions, per the TIS Guidelines. The TIS should evaluate how the distribution of vehicle trips to Mallard Creek Church Road impacts land development projects completing multiple transportation improvements in the area. .

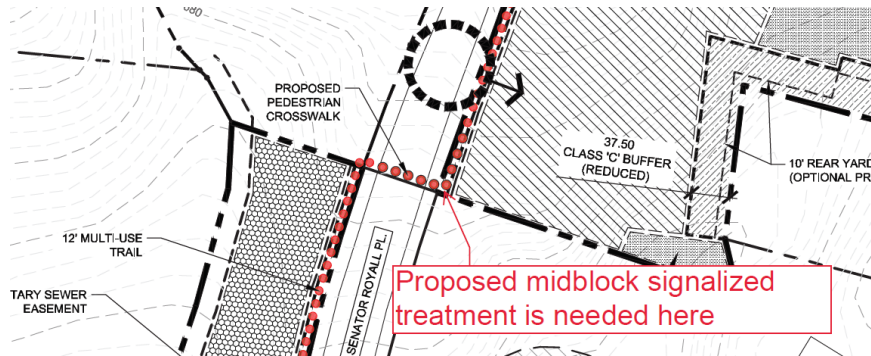
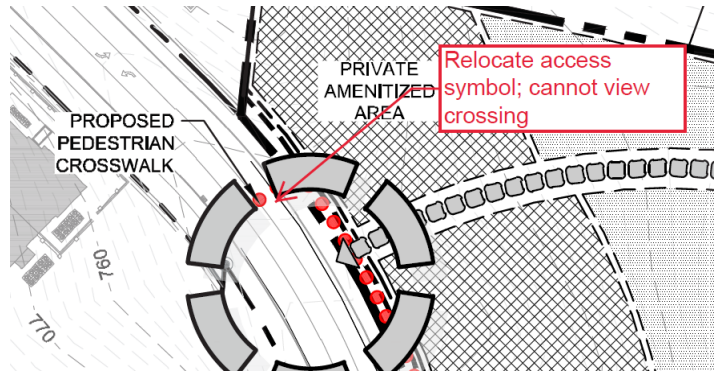
3. Revise site plan and conditional note(s) to commit to dedicate 36-feet of public right-of-way from the Legranger Road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 5-foot sidewalk on Legranger Road per Chapter 19 / Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.

Reference (CLDSM standard detail U-07) for street typical.

5. Site plan and conditional note(s) revisions are needed to provide pedestrian hybrid beacons at the proposed midblock street crossings, in accordance with Charlotte WALKS and Vision Zero council-adopted policies.

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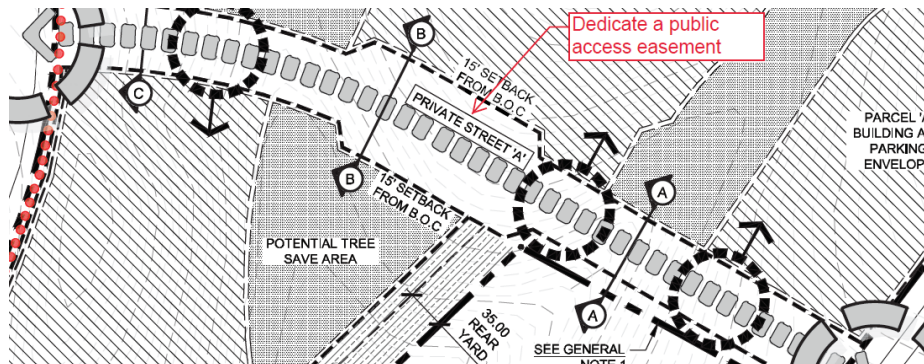
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- Site plan and conditional note(s) revisions are needed to clarify the proposed striping at the existing northbound left-turn lane into existing Crescent Village at Research Park. The left-turn lane striping should remain.



- Revise the site plan and conditional note(s) to dedicate a public access easement over Private Street A and call-out the public access easement within the cross sections shown on rezoning sheet **RZ-02**.

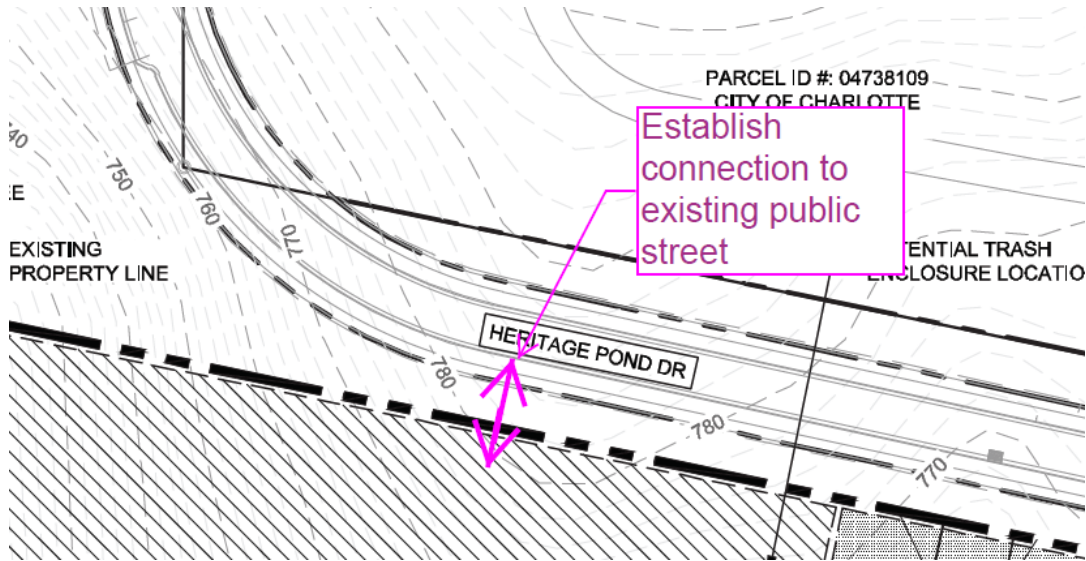


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8. Site plan and conditional note (**Section 7.c.**) revisions are needed to revise the clouded language below to “the width of the multi-use path may be adjusted upon approval of CDOT, where a 12-foot multi-use path cannot be constructed due to existing constraints.”

c. A twelve (12) foot multi-use trail will be constructed along the Site’s Senator Royall Drive frontage provided, however, the width of the multi-use path may be reduced to no less than eight (8) feet, with the approval of CDOT, in certain “pinch point” locations.

9. Revise the site plan and conditional note(s) to establish a connection to Heritage Pond Drive, an existing public street, to improve traffic circulation.



Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business

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association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>